

(4) A maximum of 5 hours of instruction in a flight simulator or flight training device representing a gyroplane may be credited toward the total hours required by paragraph (d)(1) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(e) An applicant who does not meet the night flying requirements of paragraph (a)(1)(i)(B) or paragraph (d)(1)(ii) of this section will be issued a private pilot certificate bearing the limitation "night flying prohibited."

(f) The limitation required by paragraph (e) of this section may be removed if the holder of the certificate demonstrates compliance with the requirements of paragraph (a)(1)(i)(B) or paragraph (d)(1)(ii) of this section, as applicable.

(g) Except where fewer hours are approved by the Administrator, an applicant for a private pilot certificate with a rotorcraft category rating who has satisfactorily completed an approved private pilot course conducted by a training center certificated under part 142 of this chapter need have only a total of at least 35 hours of pilot flight time in aircraft, flight simulators, or flight training devices.

[Doc. No. 26933, 61 FR 34555, July 2, 1996]

§ 61.115 Glider rating: Aeronautical experience.

An applicant for a private pilot certificate with a glider rating must have logged at least one of the following:

(a) Seventy solo glider flights, including 20 flights during which 360° turns were made.

(b) Seven hours of solo flight in gliders, including 35 glider flights launched by ground tows, or 20 glider flights launched by aero tows.

(c) Forty hours of flight time in gliders and single-engine airplanes, including 10 solo glider flights during which 360° turns were made.

§ 61.117 Lighter-than-air rating: Aeronautical experience.

An applicant for a private pilot certificate with a lighter-than-air category rating must have at least the aeronautical experience prescribed in

paragraph (a) or (b) of this section, appropriate to the rating sought.

(a) *Airships.* A total of 50 hours of flight time as pilot with at least 25 hours in airships, which must include 5 hours of solo flight time in airships, or time performing the functions of pilot in command of an airship for which more than one pilot is required.

(b) *Free balloons.* (1) If a gas balloon or a hot air balloon with an airborne heater is used, a total of 10 hours in free balloons with at least six flights under the supervision of a person holding a commercial pilot certificate with a free balloon rating. These flights must include—

(i) Two flights, each of at least 1 hour's duration, if a gas balloon is used, or of 30 minutes' duration, if a hot air balloon with an airborne heater is used;

(ii) One ascent under control to 5,000 feet above the point of takeoff, if a gas balloon is used, or 3,000 feet above the point of takeoff, if a hot air balloon with an airborne heater is used; and

(iii) One solo flight in a free balloon.

(2) If a hot air balloon without an airborne heater is used, six flights in a free balloon under the supervision of a commercial balloon pilot, including at least one solo flight.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-60, 38 FR 9292, Apr. 13, 1973]

§ 61.118 Private pilot privileges and limitations: Pilot in command.

Except as provided in paragraphs (a) through (d) of this section, a private pilot may not act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may he, for compensation or hire, act as pilot in command of an aircraft.

(a) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if the flight is only incidental to that business or employment and the aircraft does not carry passengers or property for compensation or hire.

(b) A private pilot may share the operating expenses of a flight with his passengers.

(c) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

(d) A private pilot may act as pilot in command of an aircraft used in a passenger-carrying airlift sponsored by a charitable organization, and for which the passengers make a donation to the organization, if—

(1) The sponsor of the airlift notifies the FAA Flight Standards District Office having jurisdiction over the area concerned, at least 7 days before the flight, and furnishes any essential information that the office requests;

(2) The flight is conducted from a public airport adequate for the aircraft used, or from another airport that has been approved for the operation by an FAA inspector;

(3) He has logged at least 200 hours of flight time;

(4) No acrobatic or formation flights are conducted;

(5) Each aircraft used is certificated in the standard category and complies with the 100-hour inspection requirement of § 91.409 of this chapter; and

(6) The flight is made under VFR during the day.

For the purpose of paragraph (d) of this section, a “charitable organization” means an organization listed in Publication No. 78 of the Department of the Treasury called the “Cumulative List of Organizations described in section 170(c) of the Internal Revenue Code of 1954,” as amended from time to time by published supplemental lists.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–84, 54 FR 34330, Aug. 18, 1989; Amdt. 61–85, 54 FR 39291, Sept. 25, 1989]

§ 61.119 Free balloon rating: Limitations.

(a) If the applicant for a free balloon rating takes his flight test in a hot air balloon with an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privilege of that rating to hot air balloons with airborne heaters. The restriction may be deleted when the holder of the certificate obtains the pilot experience required for a rating on a gas balloon.

(b) If the applicant for a free balloon rating takes his flight test in a hot air balloon without an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privileges of that rating to hot air balloons without airborne heaters. The restriction may be deleted when the holder of the certificate obtains the pilot experience and passes the tests required for a rating on a free balloon with an airborne heater or a gas balloon.

§ 61.120 Private pilot privileges and limitations: Second in command of aircraft requiring more than one required pilot.

Except as provided in paragraphs (a) through (d) of § 61.118 a private pilot may not, for compensation or hire, act as second in command of an aircraft that is type certificated for more than one required pilot, nor may he act as second in command of such an aircraft that is carrying passengers or property for compensation or hire.

Subpart E—Commercial Pilots

§ 61.121 Applicability.

This subpart prescribes the requirements for the issuance of commercial pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the limitations upon those certificates and ratings.

§ 61.123 Eligibility requirements: General.

To be eligible for a commercial pilot certificate, a person must—

(a) Be at least 18 years of age;

(b) Be able to read, speak, and understand the English language, or have such operating limitations placed on his pilot certificate as are necessary for safety, to be removed when he shows that he can read, speak, and understand the English language;

(c) Hold at least a valid second-class medical certificate issued under part 67 of this chapter, or, in the case of a glider or free balloon rating, certify that he has no known medical deficiency that makes him unable to pilot a glider or a free balloon, as appropriate;